

MOTORACING Awards Highlight Party

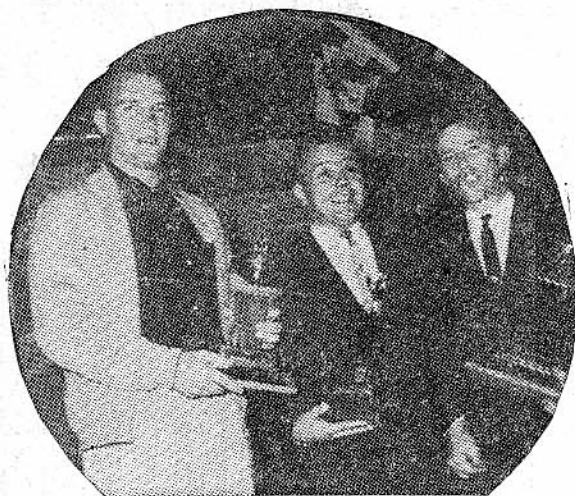


Vol. 4—No. 7 Culver City, Calif. Price 15c
CHEAP
(Published Bi-Weekly except last issue of calendar year)

All MOTORACING Photos



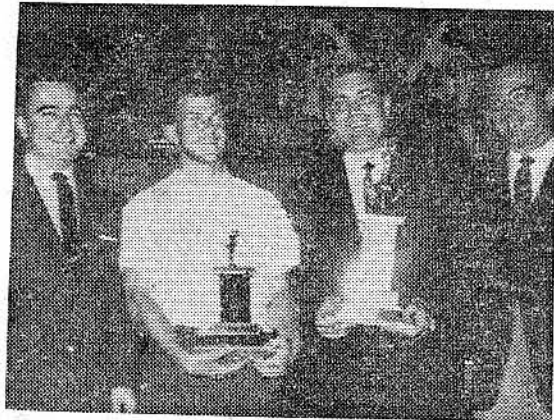
JOSIE MC LOUGHLIN receives Outstanding Performance trophy sponsored by Devin Enterprises. She is shown with car builder Bill Devin, and won 2 of 1958 MOTORACING Pacific Coast Standings awards at gala party held at Grand Prix restaurant.



MOD. OVER 2000cc — Dan Gurney accepting for Lance Reventlow, Scarab, 3rd; John von Neumann, Ferrari, 2nd; Richie Ginther Ferrari, 1st. Trophies were from Englebert tires (Josie Mc Loughlin).



WOMEN (Valvoline trophies) l-r — Barbara Windhorst, Morgan, 3rd; Josie McLoughlin, Ferrari, 1st; Betty Shutes Porsche 2nd; Chuck Wheeler of Valvoline.



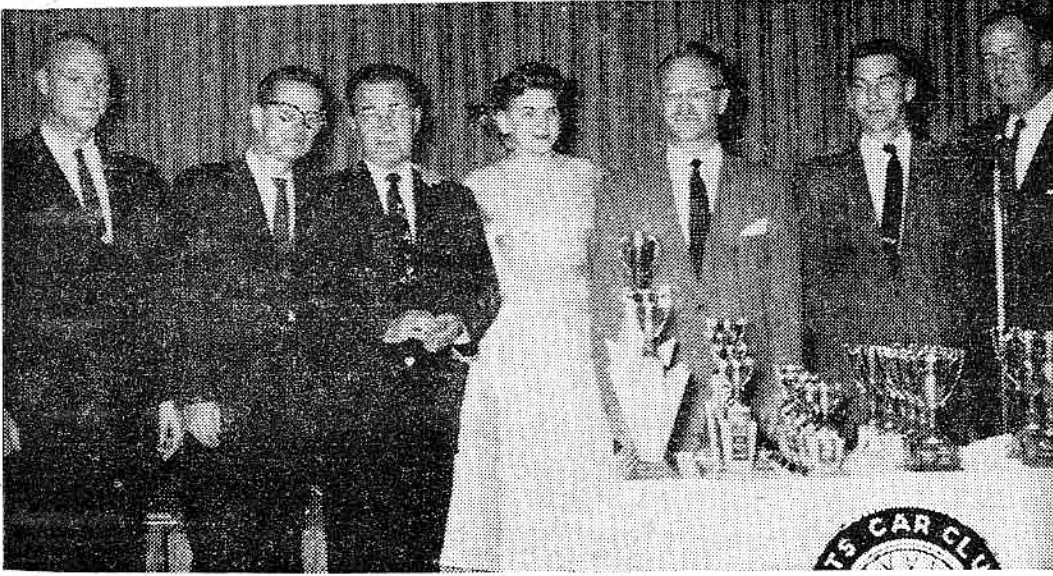
PROD. OVER 1500cc — Lew Spencer Morgan, 3rd; Ron Bucknum, Porsche, 2nd; Andy Porterfield, Corvette, 1st; Tommy McLoughlin, sponsor who presented Oilzum trophies.

Other Photos—Page 6



MOTORACING AWARD for Most Popular Driver is presented by June Vignolle of this publication to D. D. Michelmores.

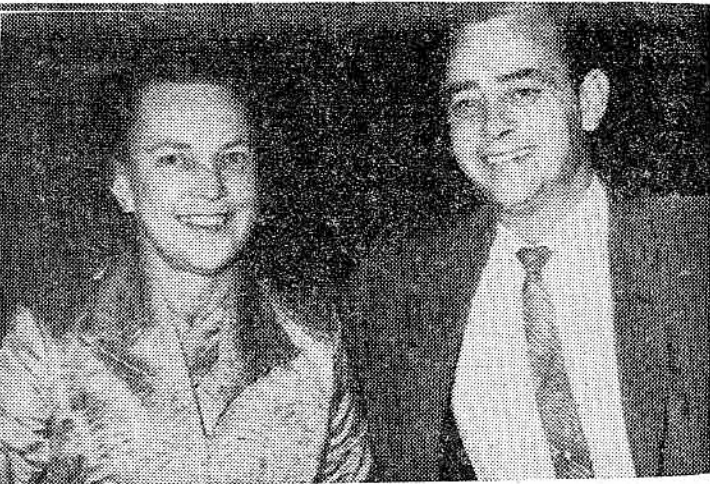
SCCA Installs 1959 Officers



1959 OFFICERS of LA SCCA were installed recently at Colonial House, No. Hollywood. Left to right: Art Evans, Jr., dir.; Jack Sullivan, treas.; Sam Caldwell, activities chm.; Vi Jones, secy.; James Van Trees, asst. reg. execu.; Charley Tillitson, '58 bd. member, and Lindley Bothwell, outgoing reg. exec. and now dir. at large. Gordon Crowder, new RE, was not on hand, being hospitalized after a racing accident. (MOTORACING Photos)



SCCA AWARDS — Regional Point Standings' Awards were made at annual dinner-dance. Left to right: Layne Shannon, Women's worker point winner; D. D. Michelmore, competition point winner, and Layne's husband, Mac, 1st among men workers.



AMONG TOP personages at SCCA party were Celia and Joe Bechtel, of Manhattan Beach, Calif. They won the 1st National Rally Championship staged in 1958 by SCCA throughout the U.S.



FOR OUTSTANDING job of service during the year, Jim Van Trees, who emceed the meet in absence of Gordon Crowder, presented trophy to Geri Fleming, 2nd from left, outgoing press and pubref dir. Looking on are "Doc" Hildreth Hoppe, left; Sabrina Torres, wife of the noted starter, Al, and Bob Hoffman, editor of Regional Ramblings for '59.

In the News

MOSS SCORES WIN
AUCKLAND, New Zealand, Jan. 11. — Driving a 2.2-liter Cooper, Stirling Moss, of England, who finished 2nd to Mike Hawthorn in the 1958 world's driving championship, today won the 150-mile New Zealand Grand Prix. His record-breaking time for the race was 1:48:24.4.

BIG TEXAS DEAL!
FORTH WORTH (Tex.), Jan. 13. — Owen R. Gray, a Lubbock, Tex., businessman and sports car enthusiast, says he plans to build a fabulous \$10,000,000 auto racing plant between Dallas and Fort Worth. Plans call for a 2.5 mile speedway type oval track encompassing a one-half mile dirt oval and a winding sports car style track.

CANADA PRO RACE
TORONTO, Ont., Jan. 21. — The Canadian Racing Drivers Club of Toronto presented its first annual Award for Outstanding Coverage of sports car racing and allied motor sport to David Grenier, Toronto Telegram.

Highlights of this first year were the 2 racing drivers' schools held at the Harewood race track May 24 and Oct. 11. Club plans for 1959 include Canada's first professional sports car race (\$5,000) in May, in addition to continuing with its program of schools for budding drivers.

Dennie Coad received the first annual award for most promising driver of the year from Club President Tom Gilmour, previous owner of the red Mark 9 Lotus with which Coad did so well this season.

POMONA RACES
Max Balchowsky and his colorful "Old Yaller" Buick Special will be in the field for the 8th running of the Pomona sports car road races Jan. 31-Feb. 1. And there is a chance that Dan Gurney, recently named on the Ferrari factory team, may drive Frank Arciero's 4.9 Ferrari.

Manney at Montlhery

An authoritative series of articles by MOTORACING's far-flung European correspondent, Henry N. Manney III, describing the Press Test at the Montlhery circuit, will begin soon in MOTORACING. It will be entitled "The Day I Led Paul Frere, or, I Drove a Dauphine and Lived." Watch for it.

MOTORACING

And Economy Car News

Vol. 4—No. 7—Culver City, Calif. Jan 23-30
(Published Bi-Weekly except last issue of Calendar Year) 15c Cheap

Bigger Purses, More Races on USAC Agenda

BY JULES DELANCEY

MOTORACING Staff Correspondent

INDIANAPOLIS, Jan. 18—After the U. S. Auto Club (USAC) fired Duane Carter from his 3-year, \$18,000 a year job as director of competition yesterday, the group got down to business late today at its annual meeting to give the pro Road Racing division some thought.

Three RRD committees named are as follows: East—John Fitch, Rene Dreyfuss, Russ Buos, Elisha Walker; Midwest—Paul O'Shea, Ed Crawford, Lee Oldfield, Ryman Rhotz; West—Steve Mason, Bob Estes, Allen Guiberson, Truman Vencill.

From all appearances popular Bill Smyth, Dallas, a USAC director, will lead most of the road racing activities.

All indications point to the major emphasis from here on in being placed on safety. "A complete program of safety is on the 1959 agenda," said Tom Binford, who was re-elected president, and Henry Banks, Compton, Calif., who was named to supplant Carter.

Carter Bounced
Carter had been under fire in many sections of the country. He was sacked for alleged: "lacking more administrative and organizational experience."

Other RRD developments: All West Coast decisions and business will be transacted through Mason's office, 1684 Mooncrest Dr., Encino, Calif. STate 8-0716.

Mary Hauser, secretary of the Cal Club, was named secretary to the West Coast committee.

There will be no limitation to (Continued on page 3 Col. 4 & 5)

On the Inside

Tom Wilson of MOTORACING, is in St. Louis to cover the Annual National Meeting of the Sports Car Club of America. Watch for his colorful report in next issue of MOTORACING. Meanwhile, turn to Page 4 to read what he has to say on the "new era of SCCA."

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Vignettes

- ★ Insolent Bum Writes
- ★ UPI & Mr. O'Reilly
- ★ Hill Honored

By Gus V. Vignolle

JUST ABOUT everywhere (except MOTORACING) it says something to the effect that the victory of Lance Reventlow and Chuck Daigh in the Scarab at Nassau was the 1st international win for an American car.

Some said it was the 1st time since 1924. Still others said it was the 1st international win for a US-made car since April, 1953, when John Fitch and Phil Walters beat the Aston Martin team at a Cunningham at Sebring.

Well, let's set everybody straight in one fell swoop.

Last Oct. 12, at Riverside, Calif., Daigh won behind the wheel of a Scarab. And you'll have to rate that one an international event, since you had in the field the likes of Jean Behra of France, Roy Salvadori of Britain, and Joakim Bonnier of Sweden. (Both Riverside and Nassau were "National" FIA races, with international participation permitted.)

And this brings us to that clown whom I have consistently (Continued on page 3 Col. 1, 2, 3)

Interested in Buys?

They're Listed — Pg. 7

For the BIGGEST Classified Ad Section of any motor racing newspaper in the U. S., Please turn to Page 7 of this issue and get in on some choice buys.

And if you have something to sell, the Classified Ad Section is the medium. Just call Joyce at AX. 2-0287.

Mason on Road Racing Committee

Steve Mason, one of the 4 men making up the West Coast committee of USAC's pro Road Racing division, has come to the fore rapidly on the local sports car racing scene.

For 4 years he has been team manager for the Nationally-known scuderia of John Edgar, wealthy Encino, Calif. sportsman. And he is now a partner in Riverside Raceway, one of the leading road racing courses in the west.

Mason was one of the original organizers of the USAC Road Racing division, and last year was West Coast representative.

His office will be the clearing house for local business.



STEVE MASON

SLIGHTLY MODIFIED

By W. R. C. Shedenhelm

ONE OF THE things that we like the most about this season of the year is that it's time for all the sports car clubs to install their new officers. This is always a remarkable touching ceremony, as it requires the out-going officers to pretend all evening that they don't expect to receive any kind of award or trophy from the club.

The look of sheer incredulity on their faces as they hear their names called, and their damp-eyed humility as they receive a suitably-inscribed, gold-plated sparkling plug wrench is enough to give us either vertigo of the stomach or an attack of insane hysterics, dependent on whether we had white or red wine with our afternoon cookies.

Hopefully Waiting

We're still waiting for the installation dinner whereat the newly-elected president announces, "Ladies and gentlemen, last year's officers were such scoundrels, chaw-bacons & cut-purses that the club is bankrupt. Instead of presenting them with trophies this year, the new board of governors had decided to present them with warrants for their arrest on charges of grand theft and criminal negligence."

Dog Days

One thing that we learned while roadtesting a Berkeley roadster a few weeks ago was to keep away from large dogs. Particularly tall, large dogs. No, no, not what you think, not if you keep the top up, but one day we stopped in at Bill Falkenberg's garage and that big mutt of his got ahold of the front end and tried to bury us.

Race Gypsies, Again

The 2nd unofficial meeting of the unofficial Race Gypsies will be held after Saturday's races at Pomona at Frank Aldhouse' cover.

Krogh Wins Sportsman Car Main at Gardena

GARDENA, Jan. 18 — Jack Krogh, of Escondido, blasted his '57 Buick-engined sportsman car around the 1/3-mi. dirt oval this afternoon to take a sweeping victory over a field of 16 starters. During the 40-lap main event, which saw more than half the starting cars drop out through collisions and blown engines, Krogh and 2nd place Bob Hogle ('53 Buick-engine) lapped the entire field. Third spot was taken by Ralph Jasper in a '55 Chevy-engined car.

The sportsman cars, looking and acting like a cross between a sprint car and a jalopy, lap the 1/3-mi. oval in a little over 16 seconds, broad-sliding the turns in the best midget or sprint car fashion. Powered mostly with modern Detroit engines, many with superchargers, the coupes are considerably smaller than the jalopies and hot rods, and usually have a center seat and split floor controls.

The 1-lap record for sportsman cars at Gardena, set last summer at 0:16.66 by Art Pratt, was smashed today when Don Ray slid his '57 Ford-engined car around in 0:16.61. During one of the preliminary events Ray smashed into a spinning car and bent his radiator.

The 15-lap semi main was won by Jim Cox ('56 Chevy), Jim Arnolds ('57 Buick) and Kenny Lengle ('54 Ford). —WRCS.

POINTS CORRECTION

Eric Hauser has made one correction in MOTORACING'S 1958 Pacific Coast Race Standings, as listed in the Dec. 12 issue. Joe Playan is moved to 3rd and Skip Conklin to 4th in the Modified Under 200cc list, which should read:

- 1 Jack McAfee, Porsche
- 2 Ken Miles, Porsche
- 3 Joe Playan, Porsche
- 4 Skip Conklin, Lotus
- 5 Eldon Beagle, Porsche

wagon. Bring CARE packages.

Inverted Finish

Last week we were roadtesting a Citroen ID-19 and one vision began to haunt us. The air-oil suspension is constantly hissing and changing the body position around, trying to keep everything just right, no matter what the car is doing. This is uncanny enough, but we got to thinking about the tragic scene of a Citroen flipped over on its back, its poor little wheels pawing the air helplessly, the suspension mournfully sighing as it tries to figure out where the earth went. Like an inverted beetle, lying their, first one little wheel, then another, groping feebly in the air.

Good grief! How on earth do you comfort a wounded Citroen?

MOTOR RACING

Published Bi-weekly, except last issue of calendar year, by V. & P., Inc.—Editorial and business offices located at: 3862 Westwood Blvd. Culver City, Calif. HOLLYWOOD 4-1357

For the Classified Advertising Department only: 4041 Meridian Ave., Room 208, L. A. 8; or phone AXminster 2-0287. Ask for Joyce.

Gus V. Vignolle

Editor and Publisher W. R. C. Shedenhelm

Advertising

June Vignolle Circulation

Joyce Barnard Classified Ads

Duane and Jerrie Sparks, Myra Jones, W. Robert Nitske, Henry N. Manney III, Jules Delancey, Tom Wilson, W. R. C. Shedenhelm, Geri Fleming

Staff Writers

Jerome Weber Gen. Counsel

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Advertising Rates on Request

Mailing Address, P. O. Box 1127, Culver City, Calif.

YEARLY SUBSCRIPTION RATES: Domestic \$3 — Foreign \$4

Entered as second class matter at Culver City, Calif.

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LETTERS TO THE EDITOR:

SUGARMAN QUILTS RACING

TOP CARS ON BLOCK

When I talked to you from Miami, you stated you would like a letter concerning Jack McAfee's wins for the '58 season. Although I think your MOTORACING issue of Dec. 12 certainly does a marvelous job of showing the '58 season, Jack won 14 races in Class F Modified, 3 overall wins all classes, and 2 overall seconds. Our car No. 88 was never defeated in its class for the entire season. I think this about covers Jack's record which speaks for itself. Also, Vasek's work as a mechanic is certainly excellent as our cars never failed in any race. We were very lucky and had a marvelous season.

Our plans for 1959 are not to race except that we may run Sebring for the factory. This is undecided at the present time. Vasek is leaving for Germany with the Experimental Department of the Porsche Factory. Upon his return, we will actually know more about our racing plans.

All of our cars, which I own, are now for sale. The RSK with the 1600-engine is priced at \$9000. Jack's No. 88 with the Class F engine at \$6,000, our No. 188 the other RS with the Class F engine, at \$5,000, 2 550-Spyders-one at \$4,000 and one at \$3,500, and last but not least, our 3.5 Ferrari at \$4,000. We are also offering our Van which is a '57 Ford complete with ramps, winches, etc., at \$3,500. If you know of anyone who wants to go racing this season, here are some cars which can certainly bring in a lot of trophies. All the cars have been entirely checked over by Vasek and are in first class condition.

Thanks a lot for your understanding and your reports on all the racing. I think you have certainly done a lot towards helping sports car racing in the west—and in the entire Country.

A healthful, happy and prosperous New Year!

Stanley C. Sugarman
Scottsdale, Arizona

BLAST FOR MANNEY

It has taken a bit of time, but finally, after receiving MOTORACING for a month and a half, your bit of intrigue has actually penetrated. I realize, in fact, that your "Henry N. Manney III" does not exist at all, but is a rather clever manner in which you delude your readers. Actually, there is no quarrel with this bit of subterfuge, but I believe whoever "ghosts" this feature which appears irregularly has one of the worst attitudes and styles concerning automobile affairs of all the so-called expert columnists.

Mr. Manney's report of the Italian and German Grand Prix is an excellent case in point. Reference to "Pete's unfortunate demise" is a mixture of condescending flippancy that nauseates the average fan. The first paragraph of the Grosser Preis articles tends to round out the personality of Mr. Manney, leaving one with the basic impression that we can only be too glad he is not actually in Europe, destroying whatever may remain of our European relations. I would think, in any case, that a newspaper devoted to the reporting of motor racing would direct such personal trivia toward the nearest round file. I would suggest that you should subscribe to AUTOSPORT which aims at their American readers, a news supplement that keeps one up on European affairs.

The prince who substituted for Mr. Manney on Oct. 3-10 was obviously greatly impressed with his literary style as almost half the article dealt with his personal problems in getting to Oporto. Again, a good travel magazine has, in truth, much more interesting and exciting tales to tell of this type of thing, complete with 300 SL's.

I trust you will please either let someone else ghost Mr. Manney's column or choose a much more qualified and less "beatnik" personality to report on what, in all actuality, is the most important phase of motor racing in the world, certain SCCA and CSCC personages to the contrary.

Gene R. Hickcox
San Marcos, Calif.

BLAST FOR WILSON

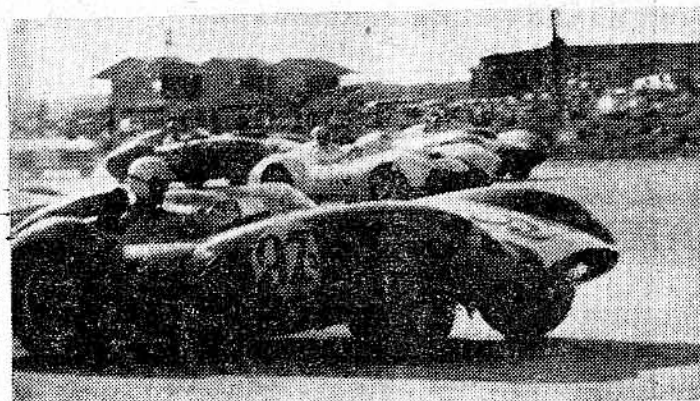
A few words regarding Tom Wilson's column in the last issue of MOTORACING. They say that when a writer wants to know if people are reading his stuff, the best way is to write something nasty or make a misstatement.

O.K., Doc, we read you, but where do you get off panning Riverside as a fiasco from the viewpoints of the seasoned racing fan. How many years have you been a racing fan?

I have been a racing fiend since 1930 and made the trip to Riverside, coming away with nothing but praise for the show as a whole, the fine efforts put on by the USAC drivers and the professional directing by Duane Carter and his USAC crew. Incidentally Carter was driving race cars when you, Doc, were still going to dental school.

Another point you bring up is that Riverside is not designed for the spectator. How would you know Doc, you never moved from the press booth.

Riverside is a good course both for driver and spectator. The view



START AT NASSAU — Chuck Daigh, Scarab (97), booms out, but away 1st was Pedro Rodriguez, Ferrari (10), gray car in center of photo. Carroll Shelby, Maserati, is to his left, and directly behind is Bruce Kessler, Ferrari (88). Barely visible at left and rear of Daigh is Lance Reventlow in the other Scarab, eventual winner. (MOTORACING Photo)

from turn 6, 7 and 8 is hard to beat anywhere.

I suppose the good Doctor considers Vacaville, Stockton, Tracy and Cotati good race tracks.

Bob Garner
Redwood City, Calif.

THANKS FROM BROPHY

I would like very much to thank you for all your help and cooperation when Sports Car World was on television. You guys were simply great. I also want to thank the many, many hundreds of aficionados who wrote their appreciation of the show, and I'm as sorry as they are that it couldn't be a permanent part of the scene. You know the reasons as well as I—low ratings, specialized audience, no sales action, etc. etc. It can be done, but it will take much time and money, more than I had, I guess.

I would like to specifically thank people like Geri Fleming, Mary Davis, E. Forbes-Robinson, Bill Cramer of Goliath, Walker Edmiston and R. W. Rastner, without whose unselfish help and valuable advice the show would have been really a flop.

John Brophy
Salt Lake City

'VERGE OF PANIC'

Please! What's up? Haven't received MOTORACING since my Dec. 12 issue. I'm on the verge of panic. I'm cut off from life. Please check and rush to me. Please? My subscription is by air yet!

Gloria Ferreira
Honolulu 14, T. H.

HE LIVES FOR IT

My husband hasn't gotten a paper since the Dec. 12 issue, and he wants to know what's wrong. He just lives for that pamphlet, so please let him know if you have discontinued it.

Mrs. Jack Gierster
San Diego 15, Calif.

EDITOR'S NOTE: Discontinue it? Never! Going better than ever now. As noted in the masthead, MOTORACING does not publish last issue of calendar year.

HERE ARE THE FACTS

I have read conflicting reports on who was off 1st in the big race at Nassau and how they stood at the end of the first lap. Can you please enlighten me?

Lawson Kelly
New York City

EDITOR'S NOTE—This we can do, and in this "Letters" section is a MOTORACING photo of the LeMans start at Nassau. From the 13th hole Pedro Rodriguez got away first, led up Sassoon straight, but was passed by Carroll Shelby's Maserati. Chuck Daigh was 3rd in the Scarab, followed by George Constantine, Bruce Kessler, E. D. Martin, Lance Reventlow, etc.

ARGUMENT SETTLED

We had a hot argument and I bet Piero Taruffi was a world's driving champion. Please tell me I won.

Morton I. Anderson
New Orleans, La.

EDITOR'S NOTE: Sorry, Mort, you lose. The champions: 1950, Giulio

Lewis A. Bracker is very pleased to announce the formation of a new insurance company in Southern California.

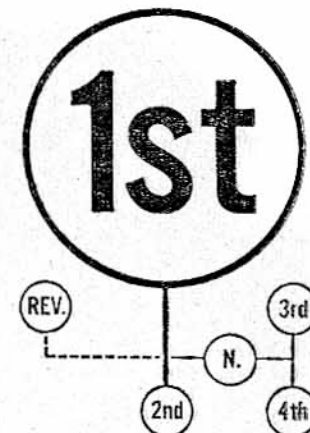
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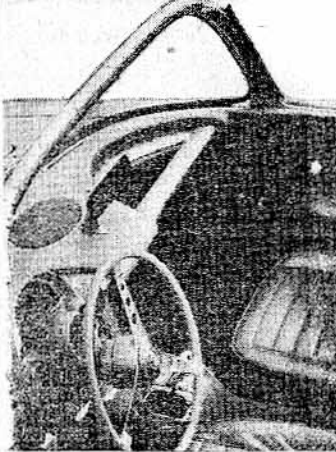
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Vignettes

By Gus V. Vignolle

YOUNG MAN WANTS \$\$\$
FOR TV APPEARANCE

(Continued from Page 1)
regarded as completely non-existent. He blasts this observer for "giving too much credit to Pedro Rodriguez for his 2nd at Nassau and certainly not enough to Lance Reventlow, a top driver you obviously dislike because he has more m-o-n-e-y than you have."

Why, you insolent bum!
I wouldn't care to have Mr. Reventlow's dough (MUCH)!

What in hell am I saying?
Well, my blossoms, let us read only 2 other accounts, the 1st by United Press Intl. that was carried in the Hollywood Citizen-News under the headline HAIL RODRIGUEZ AS 'REAL VICTOR,' and a piece carried in INSIDE AUTO RACING, the syndicated newspaper column by roly-poly Don O'Reilly, auto racing's reporter at large and recognized as one of the top experts in the US—

'REAL VICTOR'

"NASSAU, Bahamas (UPI) — Mexico's 18-year-old Pedro Rodriguez had the satisfaction today that it took 2 men and a better car to beat him in the International Nassau Trophy Race.

"Chuck Daigh of Beverly Hills and Lance Reventlow, son of five- & dime store millionairess Babs Hutton, divided the chores at the wheel of a 5-liter Scarab 'bomb' to win the 252-mile grind yesterday with a clocking of 2:52.4218 and an average speed of 87.549 miles an hour.

"But racing experts on the scene agreed the 'real winner' was young Pedro who matched his youth and small three-litre Ferrari against overwhelming odds and finished only one minute and 50 seconds behind the winners. Rodriguez' performance, of course, won him first place in the class D competition."

Now here is Mr. O'Reilly:
"The Reventlow Scarab team came through to win the Nassau, Bahamas, sports car race, Lance Reventlow and Chuck Daigh driving, but it was 18-year-old Pedro Rodriguez, Jr., of Mexico who received the toast of the Bahamas.

"Young Pedro, in a swift-running Ferrari which had about half the power of the Corvette-powered Scarab, ran a good 2nd to the American-built sportster.

"When Reventlow rejected an invitation to appear on the Dave Garroway NBC tv show 'Today', asking a \$1,000 fee for himself and Daigh, young Rodriguez was quickly substituted.

"Reventlow's request for the \$1,000 fee (all expenses were being paid in addition, anyway) was the more surprising because all drivers had been advised of the

plans for the NBC appearance.

"At a drivers' meeting the day before the race, the men were asked to speak up then if any of them would be unable or not want to make the chartered flying trip New York and return.

DEMANDS FEE

"When it became apparent there would be a pair of co-driver winners of the race, at about the halfway mark, publicist Mike Finn made frantic phone calls to New York to arrange for the additional accommodations.

"Finn's efforts were in vain. After the race, Reventlow made his fee demand, then rejected the invitation.

"Pedro was flown to New York appeared on the coast-to-coast show with Garroway, and was flown back to Nassau to receive his honors at the international motor ball."

And since other people are writing this widely-read column today, let us keep on the same vein.

SPORTS ILLUSTRATED (certainly not to be confused with another sheet having a somewhat similar name) has honored our own Phil Hill as the U.S. Sports Car Driver of the Year.

The current issue of SPORTS ILLUSTRATED pays the Santa Monica a nice tribute. It is to be suspected that it was written by Ken Rudeen, one of SI's star writers and expert on all matters automotive. Here it is:

ON, HILL!

"We have two questions: Who was the last American to win an international Grand Prix of the highest rank?

"Go to the head of the class if your answers are Jimmy Murphy and Phil Hill. It has been nearly 38 years since Murphy won the French Grand Prix aboard a Duesenberg—a galling reminder of this nation's fall from its old eminence (such as it was) in international road racing. You may poach us in engine oil, though, if Hill, driving an Italian Ferrari, does not make amends before very long.

"It was with this hope, as well as in recognition of the recent



DICK McENTYRE, sales promotion head of the Southwest Division of General Petroleum Corp., has been named president of the LA chapter of the Sales Promotion Executives Assn. The popular executive is well known for his support of sports car racing in the Southland activity.

achievements of the 31-year-old Californian, that the editors of SPORTS ILLUSTRATED honored Hill this week as the U.S. Sports Car Driver of the Year.

"Phil Hill was the most successful and distinguished American circuit racing driver of the year 1958," said his citation, which remarked his victories in the leading sports car races of three continents; the 24 Hours of LeMans (with Belgium's Olivier Gendebien), the 12 Hours of Sebring, and the 1,000 Kilometers of Argentina (both with Britain's Peter Collins). His debut in Grand Prix racing, the citation went on, was of such caliber that he might one day become the champion driver of the world.

"True enough. In the meantime we'll settle for one Grand Prix victory. On, Hill! On Ferrari! We have waited long enough."

Menudo is a tripe stew said to be extremely efficacious in preventing, or curing a hangover.

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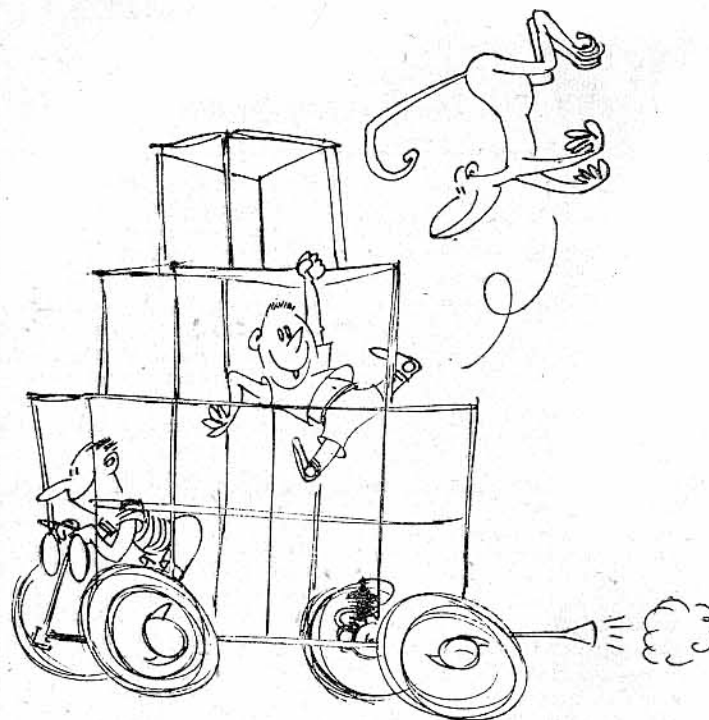
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SPORTS CAR-TOON by STAN MOTT



Spaceframe Design P. S. 34

USAC Plans Bigger Purses, More Races

(Continued from Page 1)

engine displacement in 1959, but in 1960 the limit will be 3 liters for overhead cam engines and 4.7 liters for cam-in-block engines.

Purses will be raised and will be nearer those of other divisions of USAC. Races will be a minimum of 150 miles counting for the National championship, with purses of \$3500 against 30 percent of the gate. In special promotions, such as the Times-Mirror race in LA, purses will be fatter.

Officials vetoed the possibility of women drivers. Also rejected was the suggestion that

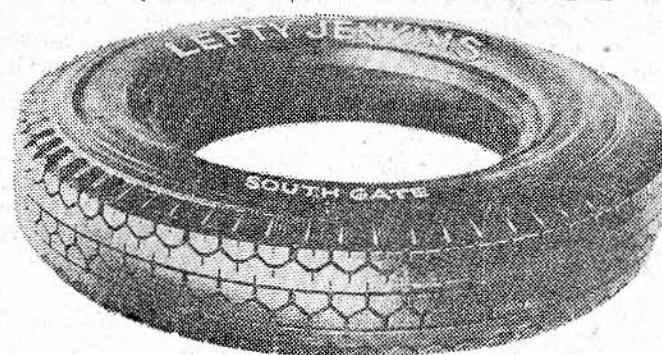
the age limit of drivers be lowered from 21 to 18.

Following is the tentative sports car and formula libre 1959 schedule for the US:

March 21—Sebring, Fla. 12-hour.
April 4-5—Daytona Beach 1000km.
April 11—Danville, Va.
May 2-3—Riverside, Calif.
June 7—Lime Rock, Conn.
June 13—Marlboro, Md.
July 3-4—Meadowdale (Carpentersville, Ill.), stocks.
July 18-19—Marlboro, Md.
July 26—Lime Rock, Conn.
Aug. 1-2—Elkhart Lake, Wisc.
Aug. 8-9—Danville, Va.
Aug. 30—Lime Rock, Conn. (3-heat Monza style).
Sept. 5-6—Meadowdale.
Sept. 19-20—Marlboro, Md.
Sept. 26-27—Watkins Glen, N.Y.
Oct. 10-11—Riverside, Calif. (Times-Mirror).

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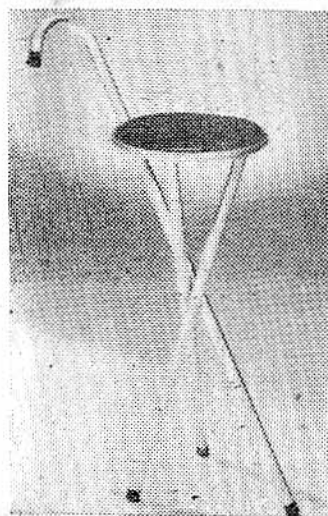
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San Francisco Newsletter
• Dear Gus
 By TOM WILSON
 NEW SCCA ERA SEEN - -
 AND LOWER NATL - BITE!

DEAR GUS;

The Sports Car Club of America recently published the list of National SCCA champion drivers in sports car road racing. As expected, there was no mention of any driver west of the Mississippi.

On the face of it, that was ridiculous, since western drivers, and we do include Kansas, Texas, Colorado and Washington in that group, are not bad. In fact, such drivers as Jack Mc Afee, Chuck Daigh and Lance Reventlow seem to do alright for themselves when they drive against those eastern champions.

So let us just assume that it was one of those screwy deals that is tolerated until it becomes absurd and then has no meaning or prestige. The new regime in the SCCA has heard the voice and is about to change this deal. A little late, but that is par for the course and you can't expect them to get the word until it reaches the screaming stage.

The board of governors has named 2 old reliables, Tracy Bird and Charley Hughes (from the west), to investigate this deal and come up with a solution. Nothing official, but the word is out that they will recommend the National Sanction Bite be lowered to \$100, a nominal token fee. They also plan to split up the SCCA into 4 sections for racing point purposes. Then throw these champs into a bull ring and pick out a champ in each class, both production and modified. It's time that they put some showmanship into this deal. Remember, the new SCCA rules allow expenses to be paid to drivers or owners, by the sponsors of the race.

Rose Bowl of Racing

This would be the Rose Bowl of road racing. A date in November, on a course such as Laguna Seca, would separate the men from the boys. Not only would the spectators get a fair shake but it would be a contest of skill. Any hayshaker can drive on a 3.5-mile airport course.

The public would love it, since most of the course can be seen from any point and match races could be followed with ease. How would you like to see Jack Mc Afee take on Bob Holbert; or Andy Porterfield vs. Jim Jeffords if Andy can keep the thing going. Don Dickey and Emanuel Pupulyd would make a great Carrera G. T. race. Richie Ginther and Walt Hansgen in a pair of Testa Rossas would prove whether that 11,000 point deal is a matter of skill, scratch or lack of competition.

One thing that you can be sure of — the track and charity that puts on such a series of races will make a pot of loot and it will also show how legitimate the set-up has been in the past. With 16 championships to be decided, it might be necessary to run 2 classes in each 15-lap race on Sunday. The Saturday races could be a warmup with the usual races open to all senior drivers, including the section champs. Our pal,

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Renfro Kilburn would like to make book on this deal with no place or show bets accepted. I can dream, can't I?

Break For All

Now, if they will limit the number of National races in any one section. They should Gerrymander the regions into sections so that there will be an equal distribution of drivers and competition in each section.

Gus, it seems that this new board of governors has heard the word, received the message and is anxious to correct the past inequalities. The word is out that we put on some pretty fair country races west of the Mississippi. Of course, they stymied too much ambition in any westward movement when they bought that new headquarters in New England and insured a flock of jobs back there. The members heard about it after the papers were signed. A more central spot would have saved a lot of dough in transportation and besides who has ever been to Westport.

Flash! Latest News

Gus, I am a sucker for the sports car magazines but I rarely read anything new or newsy. The February issues of several magazines are carrying the Riverside races. They also have the SF Region of the SCCA outlawed and forming a new club, over the amateur issue. That puts them about 3 months behind time with the news. This makes for rather stale, let alone inaccurate news and the beat group is being misinformed.

When we realize that MOTORACING carries the Sunday races in a Tuesday issue, it is hard to figure how a real sports car enthusiast can go for such stale news. Especially when the latest and most accurate news is so easily available. Why only recently MOTORACING ran a paragraph hinting that laxative bitters should never be used in a mixed drink. It surely cleared up one of my problems. Why don't people tell me these things? Probably the result of a Shedenhelm research project.

With best regards,

tom wilson

READ ALL ABOUT IT

From the Los Angeles Herald-Express:

DAREDEVIL RETIRES
 LONDON, Jan. 13* (UPI) — Tony Vandervell, British racing auto owner, said today he is quitting the sport on doctor's orders.

No doubt his daredevil feats will be missed!

Rally 'Round

☆ ☆ With Duane and Jerrie Sparks

The Southern California Council of Sports Car Clubs has selected its leaders for the coming year, and a good group they are, too. To run the show we have Harold Guess of NRSCC and Lloyd Bacon of Douglas SCC as his vice. The advisory committee will consist of Howard Frank, Hubert Priddy, Dick Pieper, Al Nesbitt and Duane Sparks as elected members with Lloyd Bacon included as last year's chairman. Dick Pieper has been appointed as chairman of the rally committee and has selected as his co-workers Bill Chester of Rallymasters, Mel DeLoof of Southwest, Bill Doyle of Santa Monica, Karl McCready of Northrop and Hubert Priddy of Lockheed. Marcia Spiers will serve as secretary and of course Howard Frank keeps his perennial hold on the purse strings.

There has been considerable static raised by clubs not keenly interested in rallies for a little more Council attention to other phases of sports car activities. So far, however, in spite of frantic barrel-scraping Harold reports he has been unable to find anyone for the important post of gymkhana-slalom chairman. Several championship events in this category have been set up for 1959, and the Council is much in need of someone to administer the fine code prepared by Bill Adams and his 1958 committee.

The 1959 calendar of championship

Rallies

JANUARY

24-Paramount SCC Shortest Distance Rally-7:30 p.m. Pkg. lot next to Paramount Garage on Marlton St. Bring L.A. maps & flash lights.

25-Rallymasters Mark I-An SCCSCC championship event. 6 a.m. Stonewood Restaurant, Firestone and Lakewood Blvd., Downey. 8-9 hrs. \$6 Post Entries. Tip Gruver UN 4-4524.

24-25-Chuckanut SCC Winter Night Rally-Sears pkg. lot, Bellingham, Wash. 10 p.m. \$10 includes breakfast.

FEBRUARY

1-Santa Monica FCCA Three Toins on the Mountain Rally-Navy 10 a.m. Rancho Park, Pico Blvd. east of Beverly Glen. 5 hrs. \$2 Finish near start. Trophies guest members and novice. Dash plaques to all. Harry Peterzell CR 4-4004 or Bob Piercy AX 1-9373.

7-8-Van-Man-Van Rallye — 9 p.m. Broadway and Rupeft, Vancouver, B. C. Jack Hendren 2519 Cypress St., Vancouver 9, B.C.

14-15-Highwaymen SCC 6th Annual Poker Rally at Santa Rosa's Flamingo. 10 trophies, door prizes, special awards, sports car show, midnight buffet, gin fizz brunch, and awards diner, \$37.50 per couple. P.O. Box 2042, Montgomery Village, Santa Rosa, Calif.

22-San Diego SCC Ninth Don Diego Rally-An SCCSCC championship event. Bowlero pkg. lot on U.S. 80 one mile East of U.S. 395. 6 a.m. \$5 Post Entries \$6 Forrest Adams, 4455 New Jersey, San Diego 16, Calif.

Various Rally Results

San Gabriel Valley FCCA—El Primero Del Ano IV—Bud Fisher Rallymaster
 83 CARS—JANUARY 11

POS.	DRIVER	NAVIGATOR	CLUB	CAR	ERROR
MODIFIED CLASS					
1.	Don Blunt	Bob Piety	LEDSCC	Stude	:14
2.	Mel DeLoof	Juanita DeLoof	SWSCC	Jaguar	:19
3.	Dick Coulter	C. K. Enoch	BEB	MG A	:23
4.	Sandra Rosen	Bob Rosen	SFVFCFA	TR 3	:24
5.	Cordon Madison	Don Black	BEB	Peugeot	:29
STOCK CLASS					
1.	Pat Kernode	Dick Kernode	CFCCA	TR 3	:25
2.	Flo Schumann	Charlie Schumann	SBFCCA	A H	:58
3.	Harold Cliff	Mabel Cliff	CICC	TR	4:07
4.	Dale Hanahan	Maxine Hanahan	CICC	MG A	4:08
5.	Edgar Swain	Darlene Swain		Renault	4:18

Jaguar Owners and Douglas SCC—They Went Thataway—Jan. 18
 JAY AND ED CRAIG RALLYMASTERS—20 CARS

POS.	DRIVER	NAVIGATOR	CLUB	CAR	ERROR
1.	Don Meder	Lee Adams	JOC	Jaguar	4:30
2.	Frank McCarthy	Judy McCarthy	JOC	Jaguar	6:23
3.	Peggy Savage	Diane Pieper	DSCC	MG A	8:38

AHOC Desert Romp—Jan. 18—Reno Lawrence Rallymaster—48 Cars

POS.	DRIVER	NAVIGATOR	CLUB	CAR	ERROR
1.	Mel DeLoof	Juanita DeLoof	SWSCC	Morgan	:08
2.	Virg Herman	Virginia Herman	AHOC	A H	:09
3.	Charlotte Nesbitt	Al Nesbitt	SMFCCA	Corvette	:12
4.	Sandra Rosen	Bob Rosen	SFVFCFA	TR 3	:13
5.	Jim Patterson	Tip Gruver	AHOC	MG TD	1:23
6.	Don Hunziker	Sam Arn	AHOC	A H	1:55

rally dates has now been set, with events scheduled for each month of the year except August and December. Beginning with the RALLYMASTERS MARK I this weekend, the rest follow in order—DON DIEGO Feb. 22; DE WHEEL BOUNCE Mar. 22; GREAT WESTERN April 25; 24 HOUR May 23-24; SIERRA June 13; SUNDOWN July 19; DE NO SNAILO Sept. 12; DESSERT Oct. 3; and RALLY OF THE STARS Nov. 8. It looks like another great year for rallies with 8 out of 10 listed above counting for championship points. This means you can only miss two events during the whole year—so best you start off the year right by showing up at the starting line at Firestone and Lakewood on Sunday morning for the MARK I. See you there.

The American International Rally, scheduled for mid-October is rapidly taking shape. Don Royer, rallymaster and director of competition for the sponsoring organization, the American Rally Club, announces that the course for the navigational leg from Santa Fe N. M. to the finish has now been set and that headquarters of several of the starting locations have been organized— notably New York under Art Peck and Mexico City under Fred Van Beuren.

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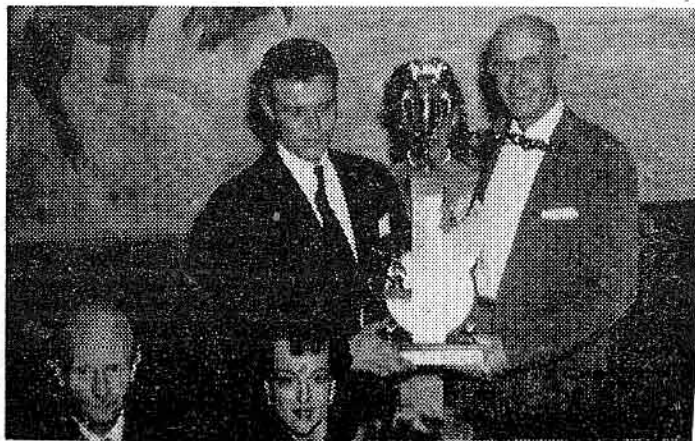


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SNUGGLING UP to Bill Hitchcock after his Triple-R pro win aboard a Lincoln Spl. is pretty trophy girl Jan St. James. Bill won 74 out of possible 75 points. (Bill Norcross Photo)



BILL HITCHCOCK, left, receives the Wynn Oil trophy from Ned Yarter, Triple-R president, at Victory banquet. He was overall victor in 3-heat Monza style RRR pro race earlier this month at New Ascot Stadium. Foreground: Frank and Pat Allen of KBLA Motor Classics radio program. (Marvin Reichler photo)

Maintenance Topics

By BILL RUDD

Noted Racing Mechanic, Tuner and Owner of Bill Rudd Motors

Tire wear whys and wherefores are a big bugaboo with many car owners, and trying to explain the whys to said owners, is sometimes a real job for mechanics. I'll try to relate some of my experiences.

First, and most common with sports cars is the owner who tries to kid himself and-or his mechanic about his tires scrubbing off. You tell him that his cornering enjoyment must be paid for with additional expenditures for tires, and he says, "Who me? Corner fast? Never!" etc. etc. So how you gonna act? But with careful consideration, tires can be saved, plus the fact that correctly aligned cars are easier on suspension, etc. That money spent for alignment is generally well worth it.

Rotate Tires

Crossing or rotating tires, using the spare at intervals, should be set by your own driving habits.

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The harder you drive, the more often you should rotate them. Using the spare, too, is important; I've seen many a new tire, yet unused entirely unsafe because of age, and age is important with tires.

Your individual braking habits are a major factor in tire wear, the harder you brake, the more wear on tires, and braking will wear your tires out quicker than having a "big incher" put in minicar. To illustrate, tires are your source of traction, and, unless your car will accelerate faster than it will stop, braking will eat them up faster. If you are really in a hurry to wear them out, go into the mountains and don't do your braking before you enter

'58 Point Standings

SPORTS CAR CLUB OF AMERICA,
Los Angeles Region
1958 Regional Point Standings
(Compiled by AL FLEMING)
Competition Points

1. D. D. Michelmore 5750
2. Dr. William Molle 4250
3. William Atkins 4000
3. Betty Shutes 4000
3. Arthur Snyder 4000

WORKER POINTS

1. Layne Shannon 3550
2. Geri Fleming 2800
3. Jane Sullivan 2700

MEN

1. M. E. Shannon 4700
2. Jim Troy 2800
3. Jack Sullivan 2675

SPORTS CAR CLUB OF AMERICA
1958 PACIFIC COAST POINT
STANDINGS
(Compiled by AL FLEMING)

B PRODUCTION

1. Hap Sharp 2000
2. Fred Grant* 1800
3. Hugh Harn 1600

C PRODUCTION

1. Richie Ginther* 2000
2. Bob Winkelman 1600
3. Dr. Cliff Wright 1000
3. Pete Caulin 1000

D PRODUCTION

1. Charles Parsons 2200
2. William Kinchelo 1400
3. E. Forbes Robinson* 1000
3. George Snively 1000
3. T. A. Rees 1000
3. Max Gordon 1000
3. Lou Woods 1000
3. Ray Rairdon 1000
3. Bill Loudon 1000
3. D. D. Michelmore* 1000
3. Reed Glover 1000

E PRODUCTION

1. Lew Spencer* 3400
2. Bill Love* 3000
3. Rubent Ciriacks 2800

F PRODUCTION

1. D. D. Michelmore* 4800
2. Dick Bellows 4600
3. G. Geer 4400

G PRODUCTION

1. Don Tindall 1800
2. Ed Crooks 1600
2. Willie West 1600
3. Frank Tracey 1000
3. Marion Lowe 1000
3. Jean P. Kunstle 1000
3. J. Gleghorn 1000
3. B. Patten 1000
3. F. Aldhous 1000
3. Steve Froines 1000
3. Bob Downing 1000

H PRODUCTION

1. Bob Brigham 2000
2. John Oneta 800

K PRODUCTION

1. Dean Patterson 1000

the turns, but brake part way around.

And, of course, you can help your needy tire dealer by immediately jumping on the throttle. After you've braked into the corner, then leave a goodly amount of black strip off the inside rear wheel that is unloaded, and convince yourself that you've really got a goer. This doesn't propel the car forward of course, but it does make a nice noise (until the back axle packs up).

Watch The Air

Inflation is another item of tire performance that is difficult to recommend. Individual driving habits are the only gauge. If your tire wears unevenly, that is if you divide the tread section into 3 parts, one-half in the center, and a quarter each to the outsides, and you find that the center is worn more (by measuring tread height) than the outside, there is too much pressure, if the outside is worn more, too little.

I always advise to start with manufacturers' specs and tailor to suit your own habits, but if your tires indicate over inflation, but you don't like the feel of the car with less pressure, nothing in alignment can help. Just decide what you want and pay for it.

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IMMEDIATE
DELIVERY



DAN GURNEY, popular Riverside driver recently signed to race for the Ferrari factory in 1959, will be guest of honor at installation of officers of the Women's Sports Car Club Saturday, Jan. 24, at Miramar Hotel, Santa Monica. He is shown with Ruth Doushless Redondo Beach driver who heads the new slate of officers.

I PRODUCTION

1. George Keck 1000
1. J. Pflueger 3000
2. Ralph Ormsbee 1800
3. Jim Connor 1600

C MODIFIED

1. Bob Oker* 2000
1. Dick Morgensen 2000
2. Ray Jones 1000
2. Richie Ginther* 1000
2. Ray Rairdon 1000
2. Josie McLoughlin* 1000
3. John von Neumann* 800
3. E. Forbes Robinson 800
3. Rod Carveth 800

D MODIFIED

1. Jack McAfee* 3800
2. Richie Ginther* 2000
3. Sam Weiss 1800

E MODIFIED

1. Jack McAfee* 7000
2. Joe Playan* 2400
2. Pat Piggott 2400
3. Tetta Richert 1800

F MODIFIED

1. Pete Lovely 2000
2. Frank Monise* 1800
2. Bob Gillespie 1800
2. Wojciechowski 1800
3. Paul Nau 1600
3. James Lowe 1600

G MODIFIED

1. William Beck 3800
2. Dr. William Molle* 2200

H MODIFIED

1. William Beck 3800
2. Dr. William Molle* 2200

FORMULA III

1. Jack Brink 2600
1. Harry Morrow* 2600
2. Bill Benck 1400
3. Jean Geslin 1000
3. Rolf Roth 1000

WOMEN

1. Betty Shutes* 2600
2. Barbara Windhorst 2200
3. Sunnie Baker* 2000
3. Linda Scott 2000

*-LA Reg. SCCA member.

CALIF. SPORTS CAR CLUB
1958 CHAMPIONSHIP STANDINGS

ALFA ROMEO-1. Frank Aldhous,
2. Mike Roetner, 3. Willie West,
MGs UNDER 1300cc-1. Sam Taylor,
2. Jack Gleghorn, 3. Pat Fahey,
MGA-1. Ray Pickering, 2. Johnny
Lumkin, 3. E. Forbes-Robinson.

(Continued on Page 7, Col. 3)

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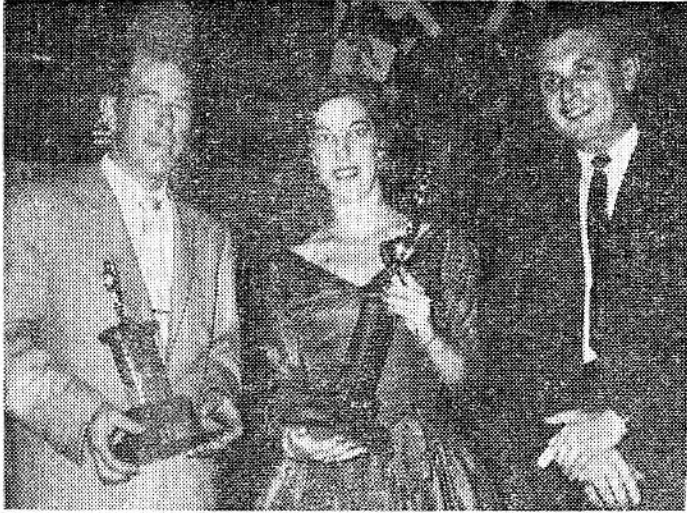
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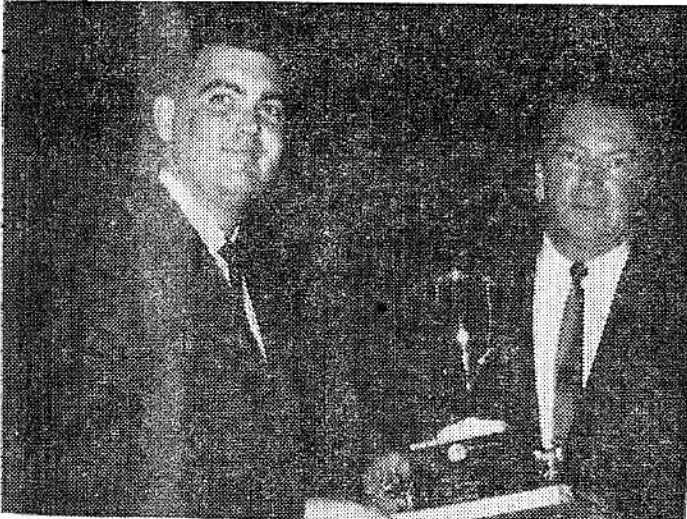
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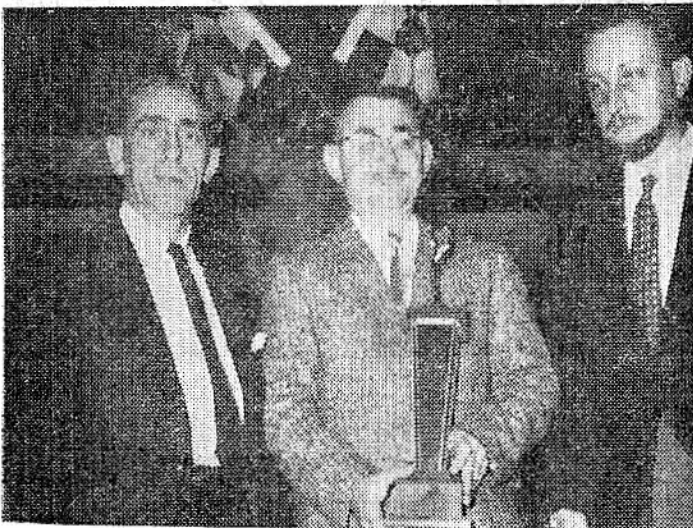
MotoRacing Awards



MOD. UNDER 2000cc — Joe Playan Porsche, 3rd; Geri Fleming for Jack McAfee, Porsche, 1st; Bill Connors, who presented Castrol trophies at MOTORACING awards party, held at Grand Prix restaurant, are shown left. Ken Miles, Porsche, 2nd, was not there. (Other photos on Cover Page.)



HARRY MANN CHEVROLET — Andy Porterfield, top Corvette driver, and Frank Milne, right, of Mann Chev. are shown.



TOP MG DRIVER — Ray Pickering, center, received Gough Industries trophy from Bill Pringle, left. Right: WRC Shedenhelm of MOTORACING, who turned in top emcee performance.



NO. 1 ALFA PILOT — Frank Aldhous, right, is awarded Alfa Romeo trophy by Hans Koelln of Hoffman of California.

Trophies Presented at Cal Club Party



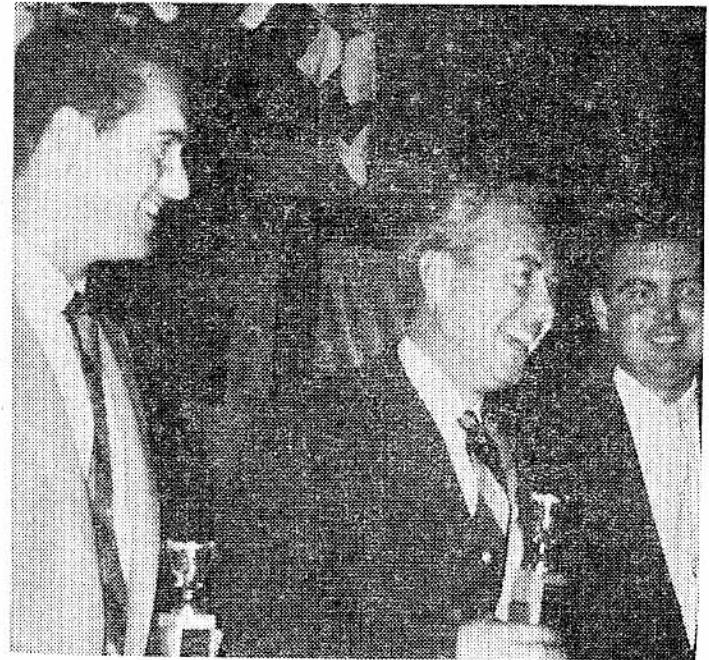
DRIVER OF YEAR named by Calif. Sports Car Club at its Awards party was Don Dickey, star Alleghany, Calif. Porsche Carrera pilot, who had a huge General Petroleum trophy presented him. Gala affair was held at Grand Prix restaurant. (All MOTORACING Photos)



AT CSCC party, Dr. William Molle, Panhard Spl., class H winner, admires trophy as Emcee James Crow looks on.



RATED BY Cal Club top MG under-1300 pilot was Sam Taylor. He drove a TD.



CORVETTE TROPHIES for '58 CSCC competition went to, left to right: Tony Settember, 3rd; Bob Dickson, 2nd; Andy Porterfield, 1st. (All MOTORACING Photos)



LOTUS DRIVERS won class G modified awards at Grand Prix party. They are, from left, Chuck Schroeder, 3rd, Frank Monise, 2nd and Skip Conklin, 1st. At right is Joan Fischal, pretty trophy girl.

RACE CALENDAR

JANUARY

25—Singer Owners' Club time trials and match races, Gardner Airfield, (Rt. 33 near Taft)-8 a.m.
25—Sprint car races, CRA, New Ascot, 182nd and Vermont, Gardena.
31—Feb. 1—Pomona road races, CSCC, Pomona Fairgrounds.

FEBRUARY

1—Stock car races, New Ascot, Gardena.
Hot Rod races, CJA, every Sunday, Gardena Stad., 139th and Western, Gardena.

CONCOURS

JANUARY

17-25—Chicago Auto Show
25-Feb. 1—Miami (Fla.) Auto Show

OTHER WINNERS

Gardner-Reynolds Dunlop racing tires (Carl Gardner) donated trophies for top 3 in Prod. under 1500cc at MOTORACING Awards party. Don Dickey, the Alleghany, Calif. miner and ace Porsche Carrera driver, was the winner, but was unable to be on hand; ditto Jimmy Moore, Porsche, 3d. D. D. Michelmore, Porsche, 2d, received his award.

Geri Fleming accepted Jack McAfee's Rainier Ale trophy for the 1958 highpoint driver. Unable to attend was Max Balchowsky, winner of the Bell 500TX Helmet trophy for best performance in a homebuilt car, the Old Yaller Buick Spl.



SIPPING ON a Virginia Dare concoction, WRC Shedenhelm of MOTORACING takes a breather while emceeing MOTORACING awards party at Grand Prix. Jim Mourning presented him with beautiful elbow falsie to minimize pain while ruminating at GP sodapop counter.



FORMULA III — Jack Brink, Cooper Norton, 2nd; Harry Morrow, Cooper Nortons & Keift, 3rd; Rolf Roth Cooper Norton, 1st, are shown, from left. Winner was given award by Autobooks, other 2 by MOTORACING.

PERSONALS

★ About People in Racing and Rallying

by GERRI FLEMING
Lee and Al Baker became proud parents of a bouncing baby boy Jan. 12. . . . Hap Richardson home again (Lancaster) after a year's stay in Okinawa. . . . Look for Jane Sullivan and Betty Shutes to co-chairmen SCCA's Spring Rallye Feb. 21. . . . Charles Short has semi-abandoned sports cars in favor of boats. . . . June and Jim Van Trees celebrated their 25th wedding anniversary Jan. 11. . . . Pat and Frank Alten working on a TV show. . . . set to debut "Dusty" Carmela Martin on the road recovery following recent surgery. . . . As is Jack McAfee. . . . "Dusty" Brandel recently added glamour to the Milton Berle TV show. . . . Fact or Fiction? Lance

Reventlow preparing the Scarab Mark I (No. 76) for street use. . . . Blonde Joanne Dalton performing secretarial duties for Bill Love. . . . Carol and Jim Mourning collecting data for a story of Hollywood's illustrious "coffee houses". . . . Did you know that Bruce Kessler was chosen as a member of the American Drivers Automobile Association? . . . Many happy returns to Jeanette and Maury Powell. . . . Jerry Aarons' San Francisco jaunt has been temporarily postponed. . . . Belated birthday greetings to Jan Troy, "Doc" Hoppe and "Dusty" Mahan. . . . Lew Bracker has managed to remain "retired" from sports car racing for one year. . . . Lindsey Bothwell off to SCCA's National Meeting in St. Louis Jan. 24. . . . Walker Edmiston appeared on TV's "Maverick" in a starring role Jan. 11. . . . Don't miss reading Terry Galanoy's story, "Gold-Plated Leadfoot" in the April issue of ESCAPE. . . . Mr. and Mrs. Michael Brigandi are baby buggy shopping these days. . . . "Slim" Larned attending Jet Instruction School in Denver, Colo. . . . Press and Public Relations for the Women's Sports Car Club will be handled by Betty Shutes in 1959. . . . Corvette Club of Pasadena stages a "Wild Hearts (Poker) Rallye" Feb. 15. Time: 10 a.m. (Come early for breakfast and bench racing at Gwynn's Drive-In, 2915 E. Colorado, Pasadena. Finish: 4 hours, or approximately 100 miles later. Tariff: \$2 per car. Guests welcome! For further info.: Sycamore 9-1308.

George Cary has cancelled his trip to Hawaii to check on Speed Week plans; instead, he leaves for Mexico, motoring with his wife to Dur-

ango, Mazatlan, Mexico City and Acapulco. . . . Steve Da Costa, the ex-Islander, is now on the permanent Motor Trend staff as New York editor. . . . Chris Porter has turned out a terrific supercharged Renault Dauphine (modified to the teeth) at Culver City's Continental Imports for Dick Bolik of West L.A. . . . Johnny McLaughlin, of cycle and F3 fame, is now working for Ted Block at Covina Sports Cars in Baldwin Park. . . . Tom Haynes and Harry Scholler plan a 5-acre expansion at Gardena Stadium, have formed a new corporation and will sell stock. . . . Bill Neale of Dallas has done a beautiful painting of Carroll Shelby thundering around a turn in the '98' 4.5 Maserati. . . . Bill Love will go all-out with the AC Bristol next March at Sebring.

Doug Bailey, who has been the head of the Long Beach MG Club Scoring Team, said goodbye at Pomona. Marie Dixon asked Doug why he was quitting and he said four years was a long time. He also stated that someone as capable will head the scoring team and things will run just as smooth. Doug was awarded a beautiful leather carrying case.

(Continued from Page 5)

'58 Points . . .

PORSCHE, CLASS E — 1. Ronnie Bucknum, 2. Dan Herman, 3. Dick Bellows.

MORGAN — 1. Low Spencer, 2. Bill Hinshaw, 3. Al Gebhard.

PORSCHE CARRERA GT — 1. Don Dickey, 2. D. D. Michelmores, 3. Jimmy Moore.

AUSTIN HEALEY — 1. Jack Breskovich, 2. Bob Windhorst, 3. Chuck Parsons.

CORVETTE — 1. Andy Porterfield, 2. Bob Dickson, 3. Tony Settember.

AC BRISTOL — 1. Bill Love, 2. Gordon Crowder, 3. Bob Harris.

FORMULA III — 1. Rolf Roth, 2. Jack Brink, 3. Harry Morrow.

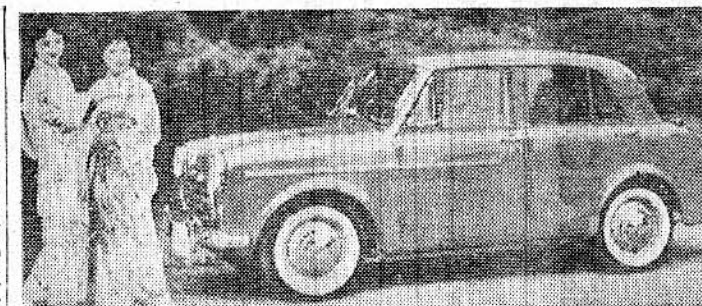
WOMEN — 1. Josie McLoughlin, 2. Betty Shutes, 3. Barbara Windhorst.

CLASS H MODIFIED — 1. Dr. Wm. Molle, 2. Don Miller, 3. Harry Jones.

CLASS G MODIFIED — 1. Skip Conklin, 2. Frank Monise, 3. Chuck Schroeder.

SMALL CAR MAIN EVENT — 1. Jack McAfee, 2. Ken Miles, 3. Erv Lehr.

BIG CAR MAIN EVENT — 1. Richie Ginther, 2. Max Balchowsky, 3. Lance Reventlow.



TWO JAPANESE DOLLS, unfortunately not MOTORACING staff members, show off the new Datsun 1000 sedan which was roadtested in the last issue. The sedan gets 35-40 mpg and has a top speed of 75 mph.

THUMBNAIL ROAD TEST:

Austin A55 Cambrian Top All-Around Auto

The Austin A55 "Cambrian," a medium-sized 4-door sedan, turned out to be one of the most thoroughly enjoyable cars we have driven in recent weeks. The A55, handled in the western U.S. by Gough Industries, Inc., has a 1489cc engine that is basically a detuned MGA mill. This, with the Magnette 4-speed gearbox, produces a car that is perfectly adequate for city or freeway driving, either as a 2nd car or as a 1st.

One thing that probably prejudiced us in favor of the car was the similarity of its handling and performance to the that of the

various MGs we have had over the years. With an overall length of less than 14-ft., and a weight of 2300 lbs., the Cambrian has all the maneuverability of the MGs in traffic.

With a 8.3 to 1 compression ratio, the A55 uses premium gasoline and so the fuel savings aren't as much as some of the smaller engined economy cars, but with roughly 25mpg the Cambrian rates more as a well-made sedan, smaller than Detroit iron, and with handling and performance that would cause few people to hesitate to buy it as a family car after a test ride. — WRCS.



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